OUR DOCKS.

General McClellan's Report on the New System.

The System Compared With Those of London and Liverpool-The Advantages of Our Harbor-The New Sea Wall-The Cost of the Work.

The long expected and much sought for report of General McClelian, Engineer-in-Chief to the Board of Docks, will be found below. General McClelian, it will be seen, transmitted his report on the 26th ult. The report was embodied in the report of the the message of the Mayor to the city councils:-

it will be seen, transmitted his report on the Department to the Mayor and will form portion of the message of the Mayor to the city councils:—

DEPARTMENT OF DOCKS, ENGINEER'S BUREAU, NEW YORK, April 26, 1371.
TO THE HONORABLE COMM'SSIONERS OF DOCKS:—

GENTLEMEN—The system of construction best adapted to facilitate the rapid and economical handing, loading and unloading of vessels and the transportation of freight and passengers to and from the immediate water front, in any particular harbor, will depend upon the nature of that harbor and its approaches, as well as upon the character and extent of the commerce to be accommodated. For a well sheltered port, where the water front is extensive in proportion to the commerce, where the bottom shelves rapidly and the daily variations of the tide are not great, the simplest and most appropriate form of construction is a quay or river wall, so located that the largest vessels can float alongside of it at extreme low water. Where the bottom shelves very gradually it becomes necessary to extend piers so far out that the water near the ends will be deep enough to float vessels. Piers are also necessary in cases where, even when the water deepens very rapidly, it is necessary to excend piers so far out that the water near the ends will be deep enough to float vessels. Piers are also necessary in cases where, even when the water deepens very rapidly, it is necessary to accommodate a large commerce along a comparatively limited water front, as well as when it is desirable to airord protection against a rapid current, floating lee, &c. In cases where the water front is limited in extent, a large commerce the rise and fail of the tide is very great, and where the water front is limited in extent, a large commerce and fail of the tide is very great, and where the water front is limited in extent, a large commerce of Liverpool and London are the best examples.

"Lin arranging a system for the city of New York it is proper to examine the system that have been adopted in other p

the Birkenhead docks and other additions since 1864, they cover file acres, obtained from the shore of the Mersey between high and low water marks; the river wall projects from 500 to 1,200 feet beyond the original shore line; the length of quay frontage within the docks is 14 miles and 119 rards; the docks are bounded on the river side by a wall 30 to 50 feet high, with an aggregate length of nearly five miles. As a rule ne warchouses surround these docks, only landing sheds. The time for entering and departing from these

Inding sheds.

The time for entering and departing from these docks is limited to from 2½ to 3 hours each tide, and as the silis of the docks are above low water there are more than 100 days in the year when vessels drawing 18 feet cannot enter them, and many days when only 16 feet can be carried in. A good deal of difficulty is experienced in keeping these docks free from mud and silt.

THE DOCKS AND PIERS OF LONDON.

The port of London may be said to be confined within that portion of the Thames which extends from London Bridge to the lower end of Bugsby's keach. Along this portion of the river it averages about 1,210 feet in width at high water, and almost 814 feet at low water, leaving a fraction over 16 feet. The spring tides rise at London Bridge from 17 to 20 feet, the neaps from 15 to 16 feet. Considerations similar to those which determine the dock system of Liverpool have created a corresponding system for the port of London. In the latter case, as in the former, the insufficient river front and anchorage ground, the great daily variations of the tide, the necessity of providing for the cheap and rapid handling of freight, have led the able engineers, to whom the problem has been entrusted, to construct enclosed wet docks, similar in principle to those of Liverpool, but differing in some details of construction—e.g., as a rule, the London docks are surclosed wet docas, similar in principle to tuse of Liverpool, but differing in some details of construc-tion—e. g., as a rule, the London docks are sur-rounded by extensive warenouses, the silis of the gates are below the water mark, and the docks have been excavated inside the shore line.

gates are below the water mark, and the docks have been excavated inside the shore line.

MATURAL ADVANTAGES OF NEW YORK HARBOR. Having briefly called attention to the hydrograptical features and the dock constructions peculiar to the ports of Liverpool and London, I will now, in a very few words, mention the natural advantages of the port of New York and the general character of the system best calculated to develop these advantages at the least cost of time and money. The city of New York, perhaps unrivalled in its position as a great commercial mart, is situated upon an island formed by three rivers. Of these, the Hudson is joined in volume and extent. This river washes thirteen miles of the shore line of the city, every foot of which distance can easily be made available for the use of vessels of the largest class. It is navigable for 150 miles above the city, and by its connecting canals affords water communication with the Western States and the chain of the great lakes. Through the upper and lower bays the Hudson communicates directly with thee cean, affording a safe, and convenient passage to the largest ocean steamers as well as to the smaller coasting vessels.

The East river, although inferior to the Hudson.

afforting a safe, and convenient passage to the largest ocean steamers as well as to the smaller coasting vessels.

The East river, although inferior to the Hudson, yet affords a river frontage of 9½ miles, most of which can be made available for the largest vessels; gives a good communication from the fludson to Long Island Sound, and through the latter brings New York into close communication with the manuscturing States of New Eugland, while it affords a second approach to the Atlantic Ocean. The Harlem river would alone, in many parts of the world, be regarded as sufficient in itself for the requirements of a respectable commerce. It gives 2½ miles of good water front to the cut, and presents the means of obtaining, at a reasonable cost, a second and convenient channel of communication for small vessels between the upper waters of the Hudson and Long Island Sound.

The area of the portions of the Hudson and East rivers immediately opposite New York, available for auchorage, amounts to 13½ square miles, and this area is perfectly safe, never being rendered dangerous by the which or waves. The upper bay of New York presents an available area of i4 square miles of perfectly safe anchorage. The lower bay possesses an auchorage of 88 square miles. The total available water front of the city is 24½ miles. The average rise and fail of the tide along our water front is 43-10 feet. It will thus be seen that, omitting, as foreign to the immediate purpose of this report, the great commercial facilities of Brooklyn and the Jersey shore, localities which are, however, indissolubly connected in interest with New York, and between which and this city no rivairies ought ever to exist, New York possesses and each of the commercial that the return and the preserve that commercial that the recurrence of the report, the great commercial facilities of Brooklyn and the Jersey shore, localities which are, however, indissolubly connected in interest with New York, and between which and this city no rivairies ought ever to exist, N

sesses advantages which need only be developed to enable it to accommodate all the commerce that the future can concentrate here.

It requires no demonstration to prove that commerce is the very life-blood of New York, affecting not only the classes directly engaged in it, but all others of the population as well, it is evident that any money judiciously expended in creating facilities which will cheapen, expedite and render secure the work of loading and unloading vessels will be well expended, and will yield such abundant returns in the general prosperity of the community as to render, it wise to reduce the charges upon commerce, at least, to the lowest point compatible with paying the luterest upon the cost of the necessary improvements on the water front and making good inevitable deterioration. In a commercial mart like this, all port and dock charges of whatever nature upon sulpping should be reduced to a minimum. The pre-eminent advantages of such a port as New York should never be sacrificed by the shorting statement in regard to the tonnage of Liverpool, London and New York:—

STATISTICS OF COMMERCE—LONDON, LIVERPOOL AND NEW YORK COMPARED.

STATISTICS OF COMMERCE-LONDON, LIVERPOOL AND

river and Long Island Sound as far eastward as the Connecticut State line and to the point called Oyster Pon Point on the north shore of Long Island; all of the Sout the Hudson river as far northward as it is navigable Staten Island and the adjacent waters, and so much of the Biate of New Jerney as lies east of Elizabethiown and State Island, comprising the counties of Hudson and Berger, et cept all the waters and shores of Newark Bay, and the river and bays tributary thereto, the northern shore of the strait opassase known as Kill On Kull, and all that part of the water shore known as Staten Island Sound or Arthur Ki which lies northerly of the town of Rahway. The should be borne in mind, however, that no filicial record is kept of the entrance and otearance of coas wise vessels, with the exception of the inconsiderable number which contain foreign merchandise and domestic distilled spirits.

wise vesses, with the exception of the inconsiderable number which contain foreign merchandise and domestic distilled spirits.

THE TRUE PLAN FOR NEW YORK.

Bearing in mind the relative tonnage of the ports as shown in this statement, also the extremely moderate variations of tide here, as well as the fact that our rivers and bays aniord excellent and spacious anchorage ground and a natural water front incomparably superior to that of Liverpool or London, it is evident that there is no necessity for our resorting to the English system of enclosed docss. It is safe to say that, without reference to its excessive cost, such a system would be absolutely permicious here. From what ha salready been stated it is clear that the arrangement best suited to our wants is a continuous permanent river wall, so located as to widen the river street very considerably, with ample plers projecting from it at sufficient intervals, and so covered as to afford scenrity against the weather, fire and thieves, whenever necessary. This is the simplest, most convenient and by far the most enonomical system that can be suggested. It brings into play all the extraordinary natural advantages of the port, and it affords every facility for the cheap and rapid handling of vessels and their cargoes.

Aware of the importance of locating the river wall and pier head lines so as to avoid any injury

economical system that can be suggested. To rings all the extraordinary natural advantages of the port, and it affords every facility for the cheap and rapid handling of vessels and their cargoes.

Aware of the importance of locating the river wall and pier head lines so us to avoid any injury whatever to the harbor, while affording all possible facilities to commerce, and regarding this as the most important point to be determined before commencing any work of consuration, I obtained your permission to avail myself of the a-tylees of General A. A. Humphreys, Chief of Engineer, United States Army, as a consulting engineers to assist me in the determination of this vital question. I selected General Humphreys on account of the weight attached to his reputation in river and harbor engineering, and also for the reason that his position renders him entirely disinterested in the matter. The question of the location of the river wall and pier head lines of the new arrangement has been very carefully considered by General Humphreys and investif, in view of its effects upon the harbor. We have acted with all the light afforded by the data in the possession of the United States Coast Survey, as well as much new and useful information obtained by the surveying parties of this bepartment.

We find that the proposed location nowhere reduces the cross section of the river to an area in any case approaching those of the controlling sections of the two rivers, so that the new location will not diminish in any appreciable degree the amount of the tiusi wave, nor consequently the scouring effect of the returning ebb; an entirely different condition of things from the probable results of various proposed changes on the Jersey shore. The lines might, except at Corlear's Hook on the East river, and between Eleventh and Eighteenth streets, North river, be thown further out wittoon injury to the harbor, but it is believed that the proposed river street, 250 feet in width on the North river, from the Battery to Eleventh street, and t

hence the system so ably carried out in London finds no application here, even did the topography admit of its employment.

In regard to a railway along the line of the river wail, it is sufficient to say that the proposed width of the river street affords ample space for the construction of any railway that may in the luture be determined upon. As nothing can be done toward the practical construction of such a railway until a considerable portion of the river wall is completed, it would be premature to discuss the subject at present, further than to say that such a road can be easily built so as to afford all desirable lacilities for the handling and transportation of freight and the transportation of passengers whenever the proper time arrives.

With reference to general sections and materials for the bulkhead walls I have, with your permission, procured the aid of General Q. A. Glimore, United states Corps of Engineers, as consulting engineer, and, with his co-operation, have made a very thorough examination of this most important subject. The river wall should be constructed of Beton and masonry, or of masonry alone, as may be best suited for each locality. The nature of the bottom along the river front varies to such a degree that it is impossible to make any plan of wall or foundations applicable to all cases. Along those portions of the river wall where plers and slips are constructed the average depth of wa er should be 20 feet when possible, and the wall should rise about six feet above mean high water.

cases. Along those portions of the river wall where piers and slips are constructed the average depth of wa er should be 20 leet when possible, and the wall should rise about six feet above mean nigh water. With the exception of half piers adjacent to ferry slips and the like, none of the new piers should be less than 60 leet wide, excent where some special case requires it. There should be a reasonable number 80 feet and 100 feet wide.

The dimensions of each pile, as well as the character of its construction, must be decided in each particular case by the purpose to which it is to be applied and the nature of the bottom. It is proposed, for instance, to provide on the North River a proper number of piers specially adapted to the grain business, some of which shail permit the erection of smitable grain elevators and storehouses; others for flour; others again, in different parts of the water-front, for the coal, brick and lumber business, &c. It is also recommended that in every section of the water front a suitable number of piers small be reserved for the general purposes of commerce and not confined to the use of any particular lines of vessels, for under the existing arrangements merchants are often subjected to great difficulty and expense from the impossibility of finding accommodations for transient vessels near their warehouses. Under the existing arrangements the seems obvious that these concerned in the warehouses. Under the construction of piers, with supports of such a nature as to offer the least possible obstruction to the water-from the principle is one of the most serious defects of the existing system.

In have examined all the plans submitted to you for consideration. The only information which these contain are general ideas which the projectors think should be adopted; but the want of knowledge of the ground, which is a matter involving the laborious surveys now in progress deprives them of practical value, except as suggestions for a general system.

of practical value, except as suggestions for a general system.

THE NEW SYSTEM IN BRIEF.

In brief, the general system proposed is:—
Firs.—To construct a permanent river wall of Beton and masonry, or of masonry alone, so far outside of the existing builkhead as to give a river street 200 feet wide along the North river, 200 feet wide on the East river, from the Battery to Thirty-first street, and 175 feet wide north of that point.

Second—To build piers projecting from the river wall of ample dimensions, adequate construction, and, so far as possible, affording an unobstructed passage for the water.

The d—Whenever it is necessary, to cover these piers with substantial sheds suitable to the requirements of each case.

In carrying into execution the proposed improvements along the water front of New York it is obvious that they should be extended only as the requirements of commerce demand.

THE PRESENT HARBOR FACILITIES.

The commerce of New York is now accommodated by the following extent of what facilities, Viz.:—
North river, from the Battery to Sixty-first street.

dated by the following extent of wharf facilities, viz.:—
North river, from the Battery to Sixty-first street, a bulkhead, with an aggregate length of 23,163 feet and an aggregate length of piers of 31,225 feet, with a pier area of 1,606,024 square teet.

East river, from and to Battery to Fifty-first street, 26,494 feet of bulkhead, and an aggregate length of piers of 19,139 feet, with a pier area of 716,664 square feet. Thus the bulkhead and piers together give a wharf line of 150,292 feet, or 28½ miles, with a pier area of 2,322,668 square feet. By whawf line is meant fall that portion of the river wall and piers that vessels can approach. Considerable portions of this wharf line are practically useless from insufficient depth of water and other causes.

causes.

PACILITIES OFFERED BY THE NEW PLAN.

The proposed arrangement of water front, including the new river wall and a far better disposition of the piers, gives on the North river, from the Battery to Sixty-first street, a river wall line of 25,743 feet and a pier length of 37,522 feet, with a pier area of 8,326,500 square feet, and on the East river, from the Battery to Fifty-first street, a river wall line of 27,095 feet, with a pier area of about 1,780,000 square feet.

27,095 feet, with a pier areas and river feet.

Thus in the proposed system the piers and river wall together will give a wharf line of about 195,000 feet, or atout 37 mues, and the piers alone will have an area of about 5,105,000 square feet, sufficient, it is safe to say, to accommodate a commerce vastify greater than that which now finds its way to the water front of New York.

WHERE THE NEW SYSTEM SHOULD BE FIRST APPLIED.

It would thus appear that for a very long time to come it will be necessary to extend the new system over a portion only of the water front between Sixty-first street. North river, and Fifty-first street, East river. Nearly all the commerce of New York is now located between Grand street, on the Eastriver, and the foot of West Eleventh street, on the North river. From the insufficient breadth of the majority

of the piers, the lack of width in the river streets and the consequent difficulty of access, this quarter of the city is entirely too crowded, and it is impossible to transact the shipping business satisfactorily in the very region where it is more than probable that the heavy general business of the port must always be conducted. It is, therefore, evident that the new system should be first applied to this portion of the river front, in order to afford relief as soon as practicable.

tion of the river front, in order to afford relief as soon as practicable.

The proposed arrangement will give between Grand street and West Eleventh street a wharf line of 21.43 miles (greater than the whole existing quay line of Liverpool, including the new constructions at Birkenhead, which amounts in all to about 20% miles), against an existing line within the same limits of 25.7 miles, and from the superiority of the arrangement in the increased width of the piers, slips and river streets, and the greater depth of water making every foot available for use, will accommodate with ease a much greater commerce than now exists.

limits of 29.7 miles, and from the superiority of the arrangement in the increased width of the plers, slips and river streets, and the greater depth of water making every foot available for use, will accommodate with ease a much greater commerce than now exists.

The cost of the proposed system between Grand street and West Eleventh street will be about as follows, viz.;—Four and one-third miles or river wail at \$2,500,000 per mile, \$10,825,000; piers, \$9,175,000. Total, \$20,000,000, or per mile of wharf line, \$933,271. In the above estimate for the cost of the river wail the filling of the river street is included, but not the pavling. In the estimate for the plers, provision has been made for a few, into the construction of which masonry and tron can enter, but the great majority are to be of preserved wood, built in the best manner, and far superior to the present system. The question of building piers of masonry or iron is simply one of cost, and they can be applied any where along the river from whenever it is considered desirable to do so.

But the cost of building permanent piers is so great that I have not onto thought it advisable to recommend their general use, especially at a time when money is of such great value and when taxation for all purposes is so heavy a burden upon the community. I have no doubt as to the immediate necessity of widening the river streets and building a permanent river wail, as recommended, but I think it sound policy to content ourselves for the present with constructing piers that will afford all necessary facilities in the way of space, general arrangement and strength, but mostly of a cheap material, leaving it for other generations, richer than we are, to replace them by permanent structures whenever it becomes expedient to do so.

It is to be understood that the proposed locations and dimensions of the piers are liable to be changed to the present with construction must vary with the use to whenever it becomes expedient to do so.

It may be interesting to call attentio

FIREMEN'S PARADE.

A Good Turn Out-Complimentary Remarks of President Hitchman—Chief Engineer Perley's Report.

A brigade of the Fire Department was yesterday morning reviewed by the Fire Commissioners in Tompkins square. The brigade consisted of three battalions—the first under command of Assistant Engineer Orr, consisting of Engine Companies Nos. 7, 8, 17, 30, and Hook and Ladder Company No. 7; the second, under the command of Assistant Engineer Shay, consisting of Engine Companies Nos. 18, third, under command of Assistant Engineer Sullivan, consisting of Engine Companies Nos. 2, 8, 6, 13,

At nine o'clock precisely Commissioners Hitch-man (President of the Board), Hennessey, Slater, Biair and Galway entered the square, and imme diately thereafter the brigade formed into columns Chief Engineer Pericy had had the men arranged on each of three sides of the square previous to the Commissioners' arrival, the avenue B side being pen as the point for review. When the companie (of which there were fliteen in all) were formed an engine and tender stood by the left of each and on the extreme left of each line were the hook and ladder apparatus. The men stood twelve front in line of action, with captain, and the brigade num-

It may be proper to state that the deficiencies al-luded to in the report are to be found only above Porty-mint street. In which section the men in many instances are only temporarily employed.

NAVAL INTELLIGENCE.

The United States steam frigate Congress, bearing the broad penant of Commodore Joseph F. Green United States Navy, arrived at the Navy Yard, Bos ton, Mass., May 29, 1871, thirteen days from Samans Bay, West Indies. The Congress has been absent from the United States for over a year, and has cruised during that time chiefly in Dominican waters as the flagship of the South squadron, North Atlantic fleet. She left at Samana Bay on the 16th of May the United States steamers Swatara and Nantasket. The Swatara was to sail the next day for St. Domingo city, and from thence to Calders Bay. The Nantasket was to leave Samans the same day the Congress lett, for Monte Christi, with orders for the United States steamer Yantic to proceed to

for the United States steamer Yantic to proceed to Kry West, Florida. After this duty the Nantasket was to go to St. Thomas to undergo calking and other necessary repairs. The following is a List of this opticers of the congress:—

commodore—J. F. Green.

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Leutenant Command-r—G. W. Comn.

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Leutenant Command-r—G. W. Comn.

Leutenant Second Assistant, T. W. Engineers—Chief, E. B. Latch; First Assistant, Charies H. Greenleaf; Second Assistant, T. W. Fitch.

Charles H. Greenical, Second Assistant, I. W. Fitch.

S. cretary—F. W. Prescott.

Masters—H. C. Hunter, J. V. B. Eleecker, A. Marix and W. H. Everett.

Assistant Surgeon—Homer L. Law.

First Lieutenant of Marines—Charles L. Sherman.

Midshipmen—F. W. Holman, T. C. Spencer and Charles E. Frecland.

Paymaster's Gerk—William V. Moriarty.

Commodore's Clerk—William V. Moriarty.

Commodore's Clerk—W. L. Leeds.

Clerk to Chief of Staff—F. H. Willis.

Commander's Gerk—W. C. Wyman.

Boatsecain—W. G. Tompkins.

Gunner—W. T. Devian.

Carpenter—Thomas McGlone.

Satimaker—David Honce.

Mates—David Fader and D. C. Harrington.

THE MURDERER BUFFUM INSAME. PERKSKILL, N. Y., May 30, 1871. Robert Buffum, who murdered John L Seaverns, of Newburg, and who was sentenced by Judge Joseph F. Barnard to Sing Sing Prison for life, was last night removed to the Auburn Asylum for insane convicts. He was sent to Sing Sing last week and has failed rapidly ever since, having lost fifteen pounds of flesh in Six days.

THE REBEL EX-PRESIDENT.

His Southern Tour-How He Looks-His Speech at Augusto, Ga. The Augusta Chronicle and Sentinel furnishes the following pen picture of ex-President Jefferson Davis

as he appears to-day:—

The central figure of ex-President Jefferson Davis as he appears to-day:—

The central figure of the group is a tail but thin man, straight as an arrow, and with more the port and bearing of a soldier than a statesman, though his manners are most winning and graceful, and every comer is immediately put at his case. A handsomely shaped head, covered with thick from gray hair (strange this is, for lew men in America sport natural hair after fity). The face is thin and narrow, and the cheeks are sunken somewhat, but the forehead is high and intellectual, and the nose, slightly aquiline, is delicately chiselled. The lips, drawn rather closely together, denote the extraordinary armness and resolution characteristic of the man. The chin is covered with beard, and in addition to a goatee, he has allowed beard to grow upon his cheeks, and a closely trimmed mustache is sported upon the upper lip. The beard is like the hair, "a sable streaked with sliver." The hands are narrow and symmetrical and the fingers tapering and aristocratic. His whole appearance denotes the highest nervous organization, combined with a wonderful quantity of brain power. Always unostendations in his attire, Mr. lavis wore last night a neat but unpretending suit of gray, the color reminding one of the cloth worn by the soldiers of the "lost cause."

At Augusta the ex-President of the Southern Confederace delivered the fellower.

At Augusta the ex-President of the Southern Confederacy delivered the following speech, in response to a serenade, from the balcony of the Planters

to a seremade, from the balcony of the Planters' Hotel:—

I feel that I have a peculiar claim upon the peolpe of Georgia, and that the people of this State have also a beculiar claim upon me. My lather was a citizen of Georgia many long years ago, and to him have I often listened in the days of my boyhood as he told me traditions of the great Revolution. It was to this city of Augusta—this ancient old town upon the banks of the Savannah—that my father, then but a mere boy, came to join the Revolutionary forces, and enlisted beneath the American flag. I am proud of my father and proud of his State. If it is a crime to leel proud of this sire—to glory in his devotion to the cause of the right—to remember with excitation his services in defence of liberty, then, my friends, is it also a crime to oppose a despotic centralization of power, and upnoid the right of a State to withdraw from a voluntary compact entered into only for the preservation of the freedom of them all. If this is a crime then am 1 a criminal, and it is the only offence of which I have been guilty. I repeat, Georgians, that I claim to be of Georgia descent, and I glory in my lineage.

Although the distinguished gentleman who welcomed me to your city with words so kindiy and so eloquent has said that you pay a tribute to me by your pre-ence here to-might, I cannot think that he was correct in this remark. It is not a tribute to me individually, but because you feel that I am one of yourselves tent you come to do me honor. And while I am fully aware of this fact, no not imagine that I feel at all mortified at it, or that my vanity is wounded because you honor me only as the representative of your cause. That cause is dear to memore precious even than life (apprause), and I glory in its remembrance.

Just here let me say to you that I well know how every utterance of mine is seized upon by the organs and members of a certain faction. I am well aware

more precious even than life (appiause), and I glory in its remembrance.

Just here let me say to you that I well know how every utterance of mine is seized upon by the organs and members of a certain faction. I am well aware of the eagerness with which every word of mine is caught up and the ingenuity with which it is distorted and used in furtherance of designs upon my people, and hence I dare not speak to you as I desire. My heart is full to overflowing, God knows, but I cannot speak. Many memories of the past are struggling in my brain, but I must be slient.

Though I must not speak it is no fear for myself which commands my lips to be closed. No; I have been burdshed for my crimes and have experienced the worst which could be imposed. In the cant ianguage of the day punishment with me is "played out." The worst that can be done has been done, and I have no more to fear. If I speak it is not myself, but you wno will be injured, for, unfortunately, additional wrongs can yet be heaped upon you. Therefore, if I claim merit for anything, it will be for keeping silent. My simplest words may work you harm. If I say, "Good night, my friends, go to your homes," and a Congressional investigating committee happened to be within hearing its members would swear that I directed you to go off and join the Ku Klux. (Laughter and applause.) Fliled with that jealousy which springs from the knowledge of their inferiority, and of the justice of your pretensions, and conscious of broken covenants and a violated constitution, they mistrust every movement and tremble with fear when they think that right may again prevail. (Applause.)

But wrong cannot always be triumphant. I will say nothing and you must do nothing, even though tyranny oppresses grievously upon you. Forbear for a season, and a day will come when all will yet event. I may not, nor may some of you live to see it, but it is surely coming. (Applause.) He who retime above and lives always will see that justice is done. He will not allow the wicked to always remain in

SHERMAN FOR PRESIDENT.

Sherman Neminated by John McKeon. The Old Friends, formerly members of the politi cal organization known as the New York Democracy had their annual dinner at the Sinclair House Broadway, on the evening of the 22d inst. It was an entirely private banquet. The chairman of the occasion, who is also president of the Friends, presided, and was supported by a number of gentlemen of prominence in the Tammany ranks, of whom, in-

deed, the society is largely composed. After the cloth was removed the chairman, Mr. McKeon, delivered an address on the prospects of the democracy in the coming Presidential election, which was heartily cheered by the gentlemen present. After a long and exhaustive review of the causes

which led to the present condition of affairs in the Bouth, Mr. McKeon discussed the prospects of the Presidential contest of 1872 as follows:-

South, Mr. McKeon discussed the prospects of the Presidential contest of 1872 as follows:—

It is not my purpose to discuss the merits of any of the distinguished men whose names have been suggested as candidates for President and Vice President. I am not solicitous for the nommation of any candidate except as it may tend to the success of that party which is disposed to change our present rulers. What we need is union among ourselves and a determination to sustain the candidate, whoever he may be, presented by our national convention. It is the duty of every member of the democratic party to advise not only as to the measures but the man who should lead us. No set of men hold the special privilege—a monopoly—of diciating a nomination or measures. We have a difficult task to perform in order to succeed. Patriotic devotion to the best interests of the country, combined with prudence, can alone secure victory. One great object should be the restoration to power of that great party which was organized by Jefferson, and on whose success rests the future happiness of millions of freemen. But who shall be our standard bearer? There is one name, and that is General Sherman, which can secure triumph. The war proved him a true soldier. The arrangement he made with General Joe Johnston at the close of the struggle proved him, not only a chivairic soldier but a sagadous statesman. His decaration a few weeks since in denunciation of the Ku Klux legislation again stamps him as a man who has the manilness to tell the whole truth to the country and to seek the restoration of peace to a distracted people. His course in life has shown that Sherman has more of the honesty, the boldness and patriotic devotion to the whole Union of Andrew Jackson than any man living. He possesses all the elements which can unite the opponents of General Grant. With Sherman as our candidate for President and Francis Kerman, of New York, for Vice President and Francis Kerman, of New York, for Vice President and Francis Kerman, of New York, for Vice

THE STATE CAPITAL.

Fatal Railroad Accident-The Corner Stone of the New Capitol to be Laid on the 24th ALBANY, May 30, 1871.

An engine and one car on the Boston and Albany Railroad were thrown off the track by a misplaced switch in East Albany to-day and a fireman named David Kinney, resident in this city, was instantly

The Capitol Commissioners have designated the 24th of June next as the day on which the corner stone of the new Capitol will be laid, that day being the auniversary of John the Baptist, John W. Anthon, Most Worshipful Grand Master of the Grand Lodge of the State, has been invited by the Commis-sioners to lay the stone with the imposing ceremo-nies of the masonic order, and he has accepted.

VIEWS OF THE PAST.

MAY 31.

1862 Battle of Seven Pines, Va.

1869 Battle of Paiestro, Italy; concluded in the defeat of the Austrians.

1855 Charlotte Bronte died.

1854 A large amount of powder exploded in Wimington, Del., and destroyed several lives.

Adjournment of the Court—Decoration Day.
Yesterday Judge Benedict adjourned court, in
honor of Decoration Day, making a few brief remarks appropriate to the occasion. The Eric Railway Litigation The reference now pending before Mr. Kenneth G. White, the Master, respecting the Erie stock claimed to belong to Heath & Raphael, the English shareholders, was yesterday further adjourned.

COURT OF GYER AND TERM'NER. A Brief but Lively Session.

THE COURTS.

UNITED STATES CIRCUIT COURT.

Betore Judge Cardozo. But very little was done in this court yesterday. Seven prisoners were arraigned, and, pleading guilty to various minor oftences, were remanded for trial. Among them, and the only one worthy of particular notice, was Edward Nevins, charged with naving, on the 18th of May, stolen and forged passes on the Eric Rallway Company.

A Bestonian in Trouble.

Application was made for a writ of habeas corpus

In the case of one Clarke Bone. He claims to hail from Boston, and is now enjoying the hospitalities of Ludlow Street Jail. It seems he met a young lady after dark recently in this city, and that subsequently she charged him with stealing her watch. He was remanded back to the committing magis-The Grand Jury.

It was stated to the Grand Jury that, pursuant to the request of the District Attorney, they would not be discharged at present, as he expected to make on Friday some communications to them.

SUPREME COURT-CHAMBERS.

Decisions. By Judge Ingraham. Patrick Thorpe vs. John J. Sprague et al .- Motion

John J. Twitte vs. Jacob Miller .- Motion granted on the usual stipulation.

Pauline Brandon vs. Edward Brandon.-Report of referee confirmed and judgment of divorce granted. Custody of children awarded to plaintiff.

John Murphy et al. vs. Full p McCoffrey et al.—
Motion denied, costs to abide event.

Stephen Therry et al. vs. James J. Connolly.—
Motion denied.

William T. Petton vs. Horacs B. Fry.—Motion denied.

Home Life Insurance Company es. The Empire
Fire Extinguishing Company et al.—Mr. Waterman
must appear on Wednesday and make deposition.
The People vs. John Priichler.—Application denied.

nied.

Marcella C. Jourdan vs. Mary Ann Tracy et al.—
Motion granted.

Educin A. Menceley vs. Herman Funke.—The receivership must be vacated.

Nicholas Segar vs. Robert C. Bolton et al.—Motion granted; receiver appointed.

Giogneski vs. Benzigen Brothers.—Motion de
med.

SUPERIOR COURT -- SPECIAL TERM. Another Divorce Suit Wound Up. Before Judge McCunn.

Robert A. Williams vs. Josephine R. Williams .-This case, which has been frequently reported during the progressive hearings in regard to it, was yesterday brought to a termination. The Court granted a decree of divorce in favor of the plaintinf. Decisions. By Judge Barbour.

Anthony Jordan vs. John Stone et al.—Order

granted.
Urah Herman vs. Otto Bruerck.—Order of reference.
Isaac Stuse et al. vs. Henry Dwight,-Order granted.
John T. Taylor vs. North River Savings Bank.— Same.

Henry A. Zygulerdo vs. Pedro P. Hernandez,—
Motion denied, with seven dollars costs.

> COURT OF COMMON PLEAS-SPECIAL TERM. Decisions.

By Judge Joseph F. Daly. Murphy vs. Badwin, -- Motion denied. McNair vs. Hillen et al. -- Order settled. MARINE COURT-PART 3.

Decisions.

By Juage Gross.

By Juage Gross.

Jacoby vs. Haber.—Judgment for plaintiff for \$113 92 and costs; \$25 allowance.

Hofman vs. Trisiram Shandy.—Judgment for plaintiff for \$317 17 and costs; \$25 allowance.

Excelsion Life Insurance Company vs. Freeman.—Judgment for plaintiff for \$313 93 and costs; \$25 allowance. allowance.

Lorser et al. vs. Wallace, Survivor, &c.—Tried by
Court, and judgment in favor of plaintiff for \$245
and costs, with \$25 allowance.

SURROGATE'S COURT. The Tilford Case. Before Surrogate Hutenings

fore Surrogate Hutchings. Dr. Charles N. McLowrie testified that he attended efforf.
David G. Lester, nephew of the contestant, then deposed that the deceased, during his last illness, was in a wandering state of mind.
Dr. H. Nash, one of the attending physicians, was next called. He testified that the testator was in a weak, debilitated condition when he called upon

The Tilford will case was resumed yesterday be-

The Surrogate reserved his decision. COURT CALENBARS-THIS DAY.

SUPREME COURT—CHAMBERS.—Held by Judge Ingranam.—Nos. 48, 62, 66, 179, 182, 186, 188.

MARINE COURT—TRIAL TERM.—Part 1—Held by Judge Shea.—Nos. 6024, 5905, 5590, 6023, 6025, 6026, 6027, 6029, 6030. Part 2—Held by Judge Curtis.—Nos. 5917, 5719, 5033, 5941. Part 3—Held by Judge Gross.—Nos. 6957, 6613, 6614, 6616, 6616.

COURT OF APPEALS.

Decisions.

ALBANY, May 30, 1871. Judgment amrmed, with costs-Owen vs. the Farmers' Joint Stock Insurance Company, the Minnesota Central Railway Company vs. Morgan et al., Macklin vs. the New Jersey Steamboat Company

Macklin vs. the New Jersey Steamboat Company, Cuddiby vs. the Hudson River Railroad Company, Relyea vs. Reif, Barrett vs. the Third Avenue Railroad Company, Wordin vs. Austin, Vood vs. Van Lantroord.

Judgment reversed and new trial granted, costs to abide the event—Fondred vs. The Seamens' Bank for Savings oi New York. Levy vs. Bush, the Atlantic Dock Company vs. Libby and Another, Magnee vs. The Camden and Amboy Railroad Company; Pooler vs. Loot, Bridges vs. Pierson.

Judgment reversed and judgment for plaintiff on demurrer, with costs, with leave to defendants to witndraw demurrer and answer lie complaint on the payment of cost within twenty days after the filing of the remittium in the Supreme Court and making this judgment the judgment of that Court.—McHenry vs. Hazzard et al.

Order granting new trial affirmed and judgment absolute for defendant with costs.—Chamberiain vs. Baker.

Order affirmed with costs.—The People, ex rei

Baker.
Order affirmed with costs—The People, ex rel
Crandall, vs. The Board of Supervisors of Alleghany

county.

Motion denied without cost—Elwood vs. Gardiner.

Motion granted on the payment of ten dollars, costs of opposing—The East New York and Jamaica Railroad Company vs. Elmore.

The following is the day calendar of the Court of Appeals for May 31:—Nos. 296, 237, 238, 239, 250, 154, 193, 258.

FIRE IN THE HERALD BUILDING. Prompt Arrival of the Fire Department.

At ten minutes to eight yesterday evening a fire broke out on the fourth floor of the HERALD building, occupied by the Metropolitan Job Printing Company. One of the machine boys was at that time in the act of lighting a gas burner near the trough where the machine rollers are cleansed in benzine. Either through carelessness or accident a piece of cotton waste was ignited and the flame instantly extended to the trough, which blazed forth flercely, setting some timber posts and wood backing on fire. The trough is close by a window opening on the large ventilating shaft which passes down the entire building. Through this the flames rushed outward and upward, reaching the sill of the window on the floor above. The men of the job office commenced throwing palls of water on the fire, but with little effect, the alarm was then given, and in three minutes from that time flook and Ladder Company No. 10, George W. Quackenbush foreman, arrived, followed by the Vesey street steam engine. In almost as short a time as it takes to tell the entire department, the district, with the Insurance Patrol, were on hand, the hose was laid and the flames almost immediately extinguished. The damage done is trining. the act of lighting a gas burner near the trough

FIRE IN WILLIAMSBURG.

The three story frame building, 64 and 86 Boerum The three story frame building, 64 and 98 Socrum street, Williamsburg, took fire yesterday afternoon and was entirely destroyed. The building was used for different manufacturing purposes, and all the occupants met with heavy losses. Jacob Brixiers, owner of the bunding, estimates his loss at \$4,000; msured in the Lafayette Company for \$1,000. \$4,000 will probably cover the losses of Henry Pearl, cotton batting manufacturer; W. Larten, brass scale maker, and Mobiey Brothers, cabinet makers.

THE DEATH PENALTY.

Sentence of William H. MeNevins for the Murder of Edward Hines.

Judge Bedford's Address to the

Condemned. The Execution to Take Place on the

14th of July Next. Yesterday the court room of the General Sessions

was filled to its utmost capacity by members of the bar, jurors and citizens generally, who were drawn thither by the announcement that Judge Bedford would pronounce the judgment of the law upon William H. McNevins, who was convicted of murder in the first degree in shooting Edward Hines on the 27th of November last. Shortly before eleven o'clock the City Judge took his seat upon the bench. Sherid Brennan occupied a seat on the bench.

Judge Garvin and Mr. Sullivan represented the

people. The stillness of death pervaded the court room, and nothing occurred to mar the solemnity of the scene. The condemned man was placed at the bar, and occupied a seat beside his counsel. He was well dressed, and his appearance petokened nothing of the rowdy; on the contrary, he seemed to mani-

fest a modest demeanor.

MOYING FOR SENTENCE.

Assistant District Attorney Salitvan rose and said—If your Honor please, on Thursday last, in the case of the people against William H. McNevins a verdict was rendered by the jury of guilty of murder in the first degree against the accused. It is now my duty to renew the motion I then made for judgment and sentence upon the prisoner. MOTION FOR A NEW TRIAL.

Prisoner's counsel moved for a new trial upon the merits, and also upon the ground of an irregularity in his Honor's charge to the jury, which he (the counsel) was constrained to say was one of the fair-est, kindest and most impact al that could be given, and which, but for the errors which it was the duty of counsel to present, would have been perfect. The prisoner's counsel claimed that the jury should have been informed that they could upon the indictment render a verdict of any of the different grades of mansiaughter, while the Judge instructed them that they must either convict of murder in the first degree or manslaughter in the third degree, or acquit.

The Judge denied the motion.

The Clerk then said.—William H. McNevins, you will remember that you were arraigned upon a certain indictment for murder in the first degree of Edward Hines, upon which indictment you pleaded not guilty and put yourself upon the country for crial, which country hath found you guilty. What have you now to say why judgment of death should not be pronounced against you according to law? McNevins responded, "I did it in self-defence."

SENTENCH. Judge Bedford then proceeded to pass judgment. He said:-

He said:—
William H. McNevins, you were indicted, tried and convicted of the murder of Edward Hines. Your trial lasted four days. You were, indeed, ably defended, honorably prosecuted, and, as I think, on the evidence, righteously convicted. You availed yourself of the late statute permitting prisoners to give evidence in their own behalf, and you, I regret to say, like all other prisoners who have testified in this court room, with rare exceptions, swore to too much, thereby tainting, as it were, your story with suspicion. The great question which presented itself in your trial was one of credibility, and the jury found against you. Nothing now remains but for the Court to mete out the penalty prescribed by statute for Your Great crime against the Laws of god

YOUR GREAT CRIME AGAINST THE LAWS OF GOD AND MAN.

This is, indeed, a solemn moment, pregnant with fearful thought and memacholy redections. May it prove a stern lesson; may it speak in thunder tones to the thousands of young men in this city who are walking the same dangerous road over which you have travelled—a road which, sooner or later, leads the traveller on to degradation, misery, coulinement within the prison walls

OR DEATH UPON THE SCAFFOLD.

Let these young men remember your fate, and

Let these young men remember your fate, and hencerorth shun this disastrous and rumous course as they would the very langs of the malignant viper. And now, McNevins, before I utter the awful sentence, which I am compelled to do, under my official oath, and thereby fix a day for the explation of your crime, which will vindicate the law, and, it is to be sincerely hoped, at the same time, will prove a ruture protection for an outraged society, I desire, in all sincerity, to say to you:—Prepare to meat your God. Do not, during the few days which will intervene, remain callous and indifferent. Do not be missed by any hope of a new trial, for I tell you I confidently believe that the appellate courts will respect

THE VERDICT RENDERED IN YOUR CASE, and then it will necessarily follow that you must forfeit your life to the violated laws of your country. Therefore, give yourself up to religious meditation, and strengthen yourself with the teachings.

will offer up many an earnest prayer in your behalf to

AN ALL-WISE AND MERCIFUL GOD.

I ask you, take good heed and listen with a contrite heart. In one word, join with them in the offered prayer in the true spirit of fervent plety, and then it seems to me that you will enjoy in all their bliszfulness those sweet consolations and great hopes which your religion so beautifully holds forth to the erring but truly penitent man.

Listen, now, to the judgment of the Court, which is:—That you, William H. McNevins, for the murder and felony whereof you stand convicted, be taken hence to the place from whence you came, there to be safely kept and detailned, and on the FOURTEENIH DAY OF JULY, 1871, you be hanged by the neck until you are dead, and may God have mercy on your soul.

The prisoner during the delivery of the foregoing

The prisoner during the delivery of the foregoing remained firm, but with intense interest depicted on

every feature of his face. After the conclusion of

every feature of his face. After the conclusion of the sentence the prisoner sat down and remained as firm as at the first.

The prisoner was soon after removed and the crowd dispersed.

STAY OF PROCEEDINGS GRANTED.

Immediately after the sentence was pronounced upon McNevins his counsel applied to Judge Ingraham, sitting at Supreme Court, Chambers, for stay of proceedings upon the judgment. The motion was granted and the stay ordered.

RAILROAD EXCITEMENT IN JERSEY.

The Coupon Ticket Trouble-What Preside Denuis Says-"Knocking Down" at Whelesale-Conductors Arrested. Previous to the opening of the Newark and Ne York Railroad the rate of fare between these tw

points on the New Jersey Railroad for an "excursion tacket"—that is, a return ticket—was forty cents It was necessary to use both on the day pur chased, else the ticket was forfeited. On the opening of the new road, however, a new style of tickets was introduced. Not only was th fare reduced to fifteen cents for a single ncket, bu fare reduced to fifteen cents for a single tacket, but the ticket was good until used. This gave entires attraction to the public. Recently, however, these tackets were recalled and a new system introduced which occasioned widespread dissatisfaction. The coupon or sheet tackets were withdrawn and he tickets provided, whereby the public were compelled to use the return tacket the same day or forfer it. General vague statements intended to be explanatory, got into the local papers, but the excitement still continues, the public being ignorant of any cause for the change which they naturally regarded as arbitrary in the extreme. Yesterday, in order to obtailight on the subject, a Heraldo representally visited Mr. A. L. Dennis, President of the New Jersey Railroad, at his residence in Newart With his wonted urbannty Mr. Dennis remarke that he was always delighted to give the Heral any information in his power, adding that he was sorry all the newspapers did not adopt the sam poincy and get their facts from the fountain head in relation to the change of tickets he explaine that for months past the company had been subjet to a regular

on the part of employés, conductors and other These had taken advantage of the "good until use tickets," and had robbed the company right at then, selling to turn in whole carfuls of them, and then selling them at ten dollars and down as low a two dollars per madred, the company's price being freen dollars. Besides, there was reason to believe the company's price being the conduction.

that

THE TICKETS WERE PORGED,
that being easily accomplished owing to their film
preparation. At a watch factory between Newa
and Jersey City there were found by the detective
when the cases were worked up, no less than 6
and there was no knowing how many had be
stolen besides. Sufficient evidence was addiced a
warrant the warrant the

warrant the

ARREST OF CONDUCTORS

and others, but through the supplications of wir
and relatives they were given a stern caution a
allowed to remain. Meanwhile a licket made on
improved basis, which is sold for fifteen cents a
is good until 1872, has been provided. These we
placed in circulation the day before yesterday, a
now "peace reigns once more in Warrang,"